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P-R-O-C-E-E-D-I-N-G-S

(9:50 a.m.)

MR. KRATZKE: It's actually near time to start, so welcome to all of you, which is an odd sort of welcome, since you probably are more likely to come here from Detroit than I am. But, welcome anyway.

Apologies for my spotty attendance. I realize today, this is my first trip to Detroit since last March. I haven't had a spell like that during my stint as Associate Administrator. We'll see if I can improve on that.

When you're eating your free food and when you drank your coffee, thank Mike Cammisa and then AIAM for donating that.

I always have personnel news, and I have the same useful news as last time, which is, nothing.

The Senior Associate Administrators for Vehicle Safety and Injury Control, as well as the Chief Information Officer for the agency should be announced in a month or so. So, watch this space.

I hope that all of you signed in. I keep threatening that I do something with those lists. For those of you who have been coming for a while, you may remember when we gave away a door-prize when I was here with Bob Shelton. That didn't go over so well,

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1 so, now we've decided maybe we shouldn't humiliate the
2 people who actually listened to our admonition to sign
3 in. We also had our usual list of hand-outs out
4 there; the ever-popular agenda, a list of all the
5 notices we've published, which is short, but it's not
6 our shortest. What we call our score card in it's new
7 improved format, and a notice announcing NHTSA's
8 activities under the 1998 Global Agreement. I wanted
9 to make sure that all of you had this. It contains a
10 schedule of all of the meetings of working party 29
11 through December of this year. It also lays out the
12 U.S. proposal for development of a global technical
13 regulation on door locks.

14 On harmonization, it seems we have
15 achieved the perfect yin/yang balance that some
16 cultures aim for. In the mid to late 90's, the
17 industry was very gung-ho and supportive of
18 harmonization efforts, and the Agency was adopting
19 more a go-slow posture until we knew what we're doing.

20 Now, with the 1998 agreement in place, NHTSA is
21 committed to trying to get global regulations in the
22 next two or three years, and the industry seems to
23 have decided on a go slow position and let's keep what
24 we have. So, our balance is there, we've achieved
25 that. It reminds me that, as in much of life, timing

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1 really is everything.

2 With that, I will turn it over to Claude
3 Harris to make any greetings or introductions he wants
4 to make and to talk for a long time on crash
5 avoidance. Thank you.

6 MR. HARRIS: Good morning. Can you hear
7 me? Good. Just want to direct your attention to the
8 agenda. We'll go through the first 26 questions which
9 are the crash avoidance areas, and we'll try to give
10 you an appropriate response as--at that time.

11 Let me start with question number one.
12 Question number one was raised by both the Alliance
13 and also the Truck Manufacturer's Association.
14 Basically reads: Transport Canada's proposal on
15 international regulation of control and displays in
16 not unanimously supported by the European regulatory
17 body. Will NHTSA adopt the TC's initiative even
18 though it may not be widely supported abroad? What is
19 the timing of the rulemaking efforts of the NPRM to
20 harmonize with Canada? Will the Alliance petition
21 issues be addressed in that rulemaking effort?

22 The Agency's response is, the NPRM for
23 updating FMVSS 101, controls and displays, is being
24 prepared. We are coordinating this effort with
25 Transport Canada so that our proposal will be

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1 consistent with what the global technical regulation
2 is proposing for the ECE. In our NPRM, we will
3 respond to the Alliance's petition on the
4 identification of controls, as well as to cover the
5 topics included in the proposed GTR. We hope that the
6 NPRM will be published hopefully by the end of next
7 month to hopefully be able to take this to the GRSG
8 meeting which will be held in Europe. However, I
9 think maybe that time frame is a little bit
10 optimistic, and it probably will be more like in the
11 late spring, June or early July.

12 MR. KRATZKE: If I might, I have a little
13 bit of an editorial continuation on this. Claude's
14 going to go back to the substance. This is your
15 chance to hear my editorial.

16 With respect to the global technical
17 regulation on this, the questioner notes that it's not
18 unanimously supported by the European regulated body,
19 and "may not be widely supported abroad." Just so
20 that everyone understands, there is no standard in
21 Europe and there is no standard in Japan on this
22 subject. In light of this, the United States and
23 Canada went to Geneva. We presented a suggested draft
24 standard. We've gotten inputs from the people who
25 were there, which included Europe and Japan. If there

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1 is a meaningful commitment to harmonization as opposed
2 to lip service in support of a meaningless generality,
3 we can't imagine this would "not be widely supported
4 abroad." Thank you.

5 MR. HARRIS: Okay. Let me direct your
6 attention to question number two. Question number two
7 reads: What is the status of the rulemaking to amend
8 FMVSS 102 to address the issues of idle stop
9 technology on vehicles such as a Toyota Prius, the
10 Honda Insight and the Civic Hybrid? This question was
11 raised by the Alliance and one other activity.

12 The Agency's consensus has been reached on
13 the notice and has been drafted and is being
14 circulated in the Agency for review. The notice is
15 currently undergoing final review with our chief
16 counsel's office, and we're planning to publish it
17 hopefully by the end of May, 2003.

18 Okay, moving on to question number three:
19 Is NHTSA contemplating harmonization with the
20 Canadian FMVSS 102 with respect to the brake-shift
21 interlock, clutch-ignition interlock and the specific
22 wording changes with respect to the starter lockout
23 while in the forward or reverse gear situations?

24 For question number three, it's pretty
25 much what I told you before, is that we're looking at

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1 addressing these issues. However, 102 is primarily
2 focused at looking at the starter interlock issue.
3 However, there is no prohibitions within 102 that will
4 prohibit anyone from using brake interlock technology.

5 It's currently in wide use with the industry right
6 now. We haven't heard any issues raised by the
7 industry with respect to problems with--meaning 102 at
8 this point in time. And, I guess the issues that
9 needs to be raised to us is, if you see or perceive
10 there being potential issues with respect to the rule
11 as written, we probably should have that brought to
12 our attention.

13 All right, moving on to--any questions?
14 Okay, moving on to item number four: When will the
15 ABS effectiveness study report be out? Is it
16 expected--it was expected in the past December, 2002.

17 The Agency is publishing the results for
18 the effectiveness evaluation in interim stages. We
19 are not planning to publish any unified document per
20 se. To date, the Agency has published six final
21 reports and three professional society papers covering
22 five of the eight tasks that were designated for the
23 study. The final report on task 7.2 is under Agency
24 review right now. The final report on task six, which
25 is the off-road recovery testing, will be published by

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1 the end of May, 2003, and the final report on task
2 three, which is the crash report study, will be
3 published hopefully in December of 2003.

4 All of the completed documents are
5 currently available on our website, and I would
6 encourage all of you to--to seek our website for
7 copies of those documents.

8 In addition, briefing highlights resulting
9 from all tasks have been given to the industry members
10 of the Motor Vehicle Safety Research Advisory
11 Committee. The study did not identify any glaring
12 vehicle performance or driver behavior issues that
13 contribute substantially to the unexpected low crash
14 reduction benefits from ABS. However, the analysis of
15 more recent crash statistics have indicated that ABS
16 crash reduction benefits are improving when compared
17 to benefit assessments that were made in the
18 mid-1990's.

19 Okay, moving on to question number five.
20 That question deals with FMVSS 106, and the question
21 raised is: The Agency expects to adopt portions of
22 the FMCSR regulations concerning certain brake
23 components, more specifically, brake hoses, into FMVSS
24 106. When will the NPRM be published?

25 The draft NPRM package is being finalized,

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1 and we hope to publish the NPRM within 60 days.

2 Okay, moving on to question number six.
3 The question deals with 108, light issues, and it
4 asks: When will NHTSA act on the GM petition for
5 rulemaking to require DRL's? It also asks: When will
6 the cost/burden study on GM--on the GM petition
7 concerning requiring DRL's be issued, and also is this
8 expected shortly? Apparently we had given a date in
9 the previous meeting of December '02.

10 Rather than do a cost/burden study, we're
11 working on a DRL effectiveness study. We anticipate
12 the work could be completed by the end of May of 2003,
13 and the results of the study possibly may be presented
14 at the SAE government industry meeting in May.

15 After review of the results of the study,
16 the Agency will make a decision whether or not to
17 begin rulemaking in this area. The announcement of
18 that decision probably will not occur before late
19 summer of 2003.

20 This issue is also very similar to the
21 issue raised on question number ten, so we'll probably
22 not revisit that again for question number ten.

23 Let's move on to question number seven.
24 Question number seven also is related to 108,
25 lighting, and it asks: In NHTSA's RFC for AFS

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1 lighting systems, it appears that the Agency will
2 limit the intensity of AFS lighting systems. Will
3 this be a reduction from the photometric requirements
4 for head lighting systems that exist today?

5 The comment period for the AFS Request for
6 Comment Notice just closed, and it's a little bit too
7 early to speculate what the Agency will be doing from
8 a regulatory perspective. However, I will assure you
9 that this is a priority to the Agency, and it will be
10 part of our glare project that we have initiated last
11 year, will continue on through the rest of this year
12 and 2004.

13 Okay, moving on to question number eight.

14 This is also a FMVSS 108 issue, and the question is:
15 For conventional turn signals, bulb outage detection
16 is easily accomplished. However, for LED turn signals
17 which run at very low currents, this is not an easy
18 accomplishment. How does the Agency propose to
19 address bulb outage detection for LED turn signals?
20 Is the LED turn signal final rule still expected in
21 May, 2003?

22 The LED signal lamp final rule will be
23 completed this year. Any follow-up NPRM to address
24 the LED power lamp failure as well as other issues
25 such as poor performance from high ambient temperature

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1 conditions and affected projected lens areas will be
2 completed after the final rule is published this year.

3 Okay, moving on to question nine. Again,
4 another 108 item: How significant of a reduction in
5 the maximum head lamp mounting height, currently at
6 1372 mm, is the Agency considering? Will it be near
7 the 1200 mm mark, which is what the Alliance proposed,
8 and will it apply equally to passenger cars, MPV's,
9 SUV's and trucks?

10 As stated in the July meeting, the lamp
11 mounting heights must be lowered. The Agency has
12 already explained in the Request for the Comment
13 Notice that the probability of lowering the mounting
14 heights only to 1200 mm level is very low, because of
15 the fact that, at that level, many drivers eyes and
16 outside mirrors will also be a part of the glare
17 issue, and particularly so for the LTV-type vehicles.

18 We suggest that you consider lowering your
19 values when you think of future vehicle designs in the
20 context of the vehicle compatibility, head lamp
21 heights, and certainly from the Agency's perspective,
22 we think that you need to consider lowering it below
23 the 1200 mm mark.

24 Respect to heavy trucks, we have made no
25 decisions in that area, and it will be addressed after

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1 we initiate rulemaking to address the passenger
2 vehicle issues.

3 Regarding the issue with snow plow head
4 lamp installations; it was raised by the NTEA comments
5 to the head lamp glare docket, and at that time it
6 will be considered in the rulemaking effort that will
7 deal with head lamp mounting heights also.

8 Okay, moving on to question ten. As I
9 indicated earlier, question ten was covered by
10 question six, so I won't reiterate what we said there.

11 Okay, let's discuss question 11. The
12 geometric visibility requirements for the final rule
13 is projected to be out in May, 2003. Is that still on
14 target?

15 The final rule of notice is undergoing an
16 internal view right now, and it possibly may have to
17 undergo OST review. We just got a recent notice that
18 all the 108 issues for some reason have been
19 reprioritized. Instead of being insignificant, they
20 now have been raised to being significant, and
21 therefore it may delay or add on some additional time
22 for us to be able to publish this NPRM. The more
23 likely timing now will probably be summer of 2003.

24 UNIDENTIFIED: But it's final rule, right?

25 MR. HARRIS: Yeah, for geometric

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1 visibility--final rule, I'm sorry.

2 Okay, moving on to question 12: What is
3 the timing for issuing the final rule for DRL
4 intensity requirements?

5 The DRL glare will probably not be
6 published until late summer of 2003. As I indicated
7 earlier, it's in review, it's being finalized and we
8 hope to get it out within the next two or three
9 months.

10 Moving on to question 13, another 108
11 issue: The head lamp rewrite final rule is projected
12 to be out in May, 2003. Is this still on target?

13 The final rule for the head lamp rewrite
14 will be issued after we finish the final rule for
15 DRL's, and it probably will be slightly delayed from
16 the May, 2003 date. The draft has been prepared, will
17 be under review with the Agency for the next couple of
18 months, and we're hoping that possibly by late summer
19 that we'll be able to get the NPRM out for the signal
20 lamp rewrite.

21 UNIDENTIFIED: Head lamp.

22 MR. HARRIS: I'm sorry, head lamp.

23 UNIDENTIFIED: We're looking at final
24 rule.

25 MR. HARRIS: And the NPRM for the signal

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1 lamp rewrite will be completed probably in the winter
2 of 2003.

3 Okay, moving on to question 14; FMVSS 109,
4 110, 119, 120, 129 and 139: When will NHTSA complete
5 the rulemaking for the new tire performance upgrade
6 requirements?

7 Currently the draft final rule for FMVSS
8 139 is currently under OMB review. OMB requires a
9 minimum of 60 days for their complete review. And, so
10 we anticipate that it will probably be through with
11 the OMB review some time in late May and hopefully
12 NHTSA will be able to publish this final rule some
13 time in late June.

14 Question number 15; When will NHTSA act
15 on the petitions for reconsideration for the tire
16 safety information rulemaking?

17 NHTSA plans to publish an official
18 response for the tire safety petitions in the federal
19 register, hopefully late spring. However, in the
20 interim, a couple issues have come up with respect to
21 that final rule that we believe need--have to be more
22 immediate attention. And, so the Agency plans to
23 publish a technical amendment to clarify the
24 applicability of the 110 performance requirements that
25 are currently in the labeling final rule, probably by

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1 the end of this month. The issue has been raised by
2 the Alliance and several individual vehicle
3 manufacturers, and so the Agency felt that we need to
4 address that issue a little bit more quicker.

5 Moving on to question number 16. Question
6 number 16 basically has been addressed in question 15,
7 but there is one other issue that was raised. The
8 commenter indicated that--will there be any additional
9 lead time for implementing the changes, and when would
10 the amendment be issued?

11 Well, the amendment will be issued by the
12 end of this month, but the amendment will not address
13 lead time with respect to tire labeling petition
14 issues that were raised. We intend to address that
15 when we issue the final response to the petitions,
16 hopefully in the mid summer. There are probably about
17 25 separate issues that were raised in the petitions
18 for reconsideration, and the Agency needs appropriate
19 time to try to address all of those.

20 In addition, because this is rulemaking,
21 there is a remote possibility that it may have to go
22 through OMB review again. The Agency will address
23 that issue very shortly to see if that is the case.
24 If it does, then that could potentially cause a little
25 bit more delay in us being able to get this published

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1 in the federal register. But, the timing right now is
2 to be hopefully late spring, early summer, pending no
3 OMB review. Steve, did you want to add anything to
4 that?

5 MR. KRATZKE: No.

6 MR. HARRIS: Okay, moving on to question
7 17: What is NHTSA's plans on utilizing the information
8 due in March 24th under the tire reserve pressure
9 special orders to finalize the tire standard for light
10 vehicles? Have any responses provided significant new
11 information for either the tire standard or the tire
12 pressure monitoring standard?

13 The comment response time just closed, and
14 unfortunately, we haven't received all of the comments
15 from the industry as of yet. But, we anticipate
16 receiving them by the middle of this month, so it's a
17 little premature for us to sit here and to give you
18 any insights to what the comments were. But, pending
19 receipt of those comments, we will do our full
20 evaluation of them, and we will decide at that time
21 whether any regulatory initiative is warranted.

22 Okay, moving on to question number 18:
23 The request for comments on the extension of enhanced
24 passenger side mirrors for MPV's and trucks is
25 expected this fall. Can you give us an update? Does

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1 the Agency still plan on including front fender
2 mounted convex mirrors for commercial trucks in the
3 RFC?

4 Well, surprisingly we already have
5 published the RFC, and it was published in January of
6 2003, and the comment period closed March 24th, last
7 month. I'm not certain why the question was raised,
8 but I'm hoping that they were able to see that
9 the--that this was published in the federal register
10 and that they provided appropriate comments on it.

11 Moving on to question 19: Has the Agency
12 decided whether it will terminate rulemaking or issue
13 an SNPRM on the inadvertent power window operation?
14 What is the timing on the expected action?

15 Well, the Agency recently completed the
16 first part of a study of a non-crash motor vehicle
17 child fatality study that included power window--power
18 window related incidents. The study reported that
19 there were four power window related fatalities in
20 1997, found through searching death certificates. The
21 study also reported that there were also another five
22 incidents, including four fatalities in news related
23 reported events for calendar years 1998 through 2001,
24 for a total of nine cases with eight fatalities from
25 1997 through 2001. All nine incidents involved

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1 children of age six and under.

2 A review of the death certificates of the
3 1998 through 2001 is currently in progress, and based
4 on that review, the Agency will decide if it needs to
5 proceed or terminate this rulemaking activity.

6 MR. KRATZKE: Just for those of you who
7 are betting, we can get together after it--you can
8 pick which you think is more likely.

9 MR. HARRIS: Okay, moving on to question
10 20: When will NHTSA complete the rulemaking on the
11 non-contact power operated window sensors and switch
12 configurations?

13 The Agency is deciding whether to complete
14 this rulemaking action to allow for testing of
15 infrared, non-contact detection systems for power
16 windows. Although the demand for the system appears
17 to be low currently, there apparently is renewed
18 interest from automotive suppliers to use this system
19 in the future. But, we are evaluating it and will
20 make a decision.

21 Question 21: What is the status of
22 rulemaking to align the braking in a turn procedure
23 for SAE J1626?

24 The Agency has just about completed its
25 draft final rule for braking in a turn, and we

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1 anticipate that the final rule will be out within the
2 next 60 days. And, this braking in turn for final
3 rule is for straight trucks and buses. We will have
4 to address in the future a similar rule for truck
5 trailers.

6 Question 22: In its comments, the
7 Alliance indicated the need for additional compliance
8 option that would be applicable to certain advanced
9 diesel engines and parallel hybrid powertrains. Is
10 NHTSA considering an SNPRM to address these issues?
11 If so, what is the targeted timing for such a notice?

12 Well, the comment period for the 124 NPRM
13 closed back in--last December--

14 MR. KRATZKE: September.

15 MR. HARRIS: --sorry, September. And, we
16 reviewed the comments, and the Alliance brought to our
17 attention after the comment period that they had some
18 real technical concerns on--which they believe need to
19 be raised. We have met with them several times on
20 those concerns, and specifically the concerns were
21 centered around the kinds of options that we had
22 presented in the NPRM for compliance purposes.

23 NHTSA has met several times on the two
24 main concerns, one being the determination of base
25 line idle, and the other being the drive line output

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1 versus the engine RPM option that we had stated in the
2 NPRM. The Alliance has agreed to provide for us an
3 objective base line proposal. In addition, they have
4 agreed to provide for us a method for measuring the
5 wheel torque for drive line output. We expect to
6 receive both proposals by the end of this month, and
7 pending receipt of those proposals and the data, the
8 Agency will evaluate its merits and decide whether an
9 additional NP--SNPRM is warranted. Right now, the
10 Agency is leaning toward moving in the final rule
11 direction, but pending receipt of that information, we
12 will re-evaluate that.

13 MR. KRATZKE: If I can; NHTSA is going to
14 move on this. I know, I know, you've heard that a
15 million times, and we never do. But, this time we
16 really are. And, if we get the information from the
17 Alliance, that would be swell. If we don't get the
18 information from the Alliance, we are going to do our
19 own work to modify our proposal accordingly. So, the
20 train is leaving the station. But, again, you've
21 heard that before and it's not always true. Ah,
22 there's a question.

23 MR. PLANTE: Jerry Plante from Subaru. In
24 your train analogy--

25 MR. KRATZKE: Is that microphone on,

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1 Jerry?

2 MR. PLANTE: --okay. This is a little bit
3 about 124 and 108, but it's sort of a general
4 question. We see today that manufacturer's are
5 starting to develop a whole bunch of new vehicles,
6 like GM's Highwire and whatever. And, it takes,
7 obviously, five, ten years before we'll see these, but
8 design work has to start a lot earlier. And, it's
9 taken NHTSA so long to get simple things like 124
10 done, there seems to be like a train wreck coming up
11 in the future, where a whole vehicle is going to have
12 to be reconsidered in light of all the crash avoidance
13 and crashworthiness standards. But, these things go
14 so slow today, what's your expectation that
15 manufacturers aren't going to be confronted by
16 problems pretty soon?

17 MR. KRATZKE: I'd actually love to talk
18 about that some time. I'm not sure this is the place
19 to do it. But, certainly the continuing relevance of
20 NHTSA's standards, the extent to which they are an
21 impediment to developing technologies is something
22 that we are aware of and concerned about. The
23 government regulatory process is designed primarily to
24 avoid mistakes. So, it moves very deliberately. It's
25 very hard for it to analyze designs and concepts that

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1 aren't there. You can't really test how are you going
2 to do this, and you don't want to spend a lot of time
3 looking at, well, here's my drawing. Given limited
4 resources, it seems more productive to work with, at
5 least, a prototype.

6 It's an issue we've struggled with. I
7 don't know that we have a great answer, but we are
8 acutely aware that technology seems to be getting
9 introduced at a more rapid pace. It used to be just
10 the opposite with safety features. If you remember
11 back in the mid-70's, the concept of airbags in cars
12 and ABS on heavy trucks wasn't exactly embraced by the
13 industry. There has been a shift, where for some
14 reason, safety features, advanced technology features
15 now are desirable and they are coming much faster than
16 government regulations of same. But being able to say
17 I recognize that and I understand that doesn't mean I
18 can solve that. We know we have to try. If you have
19 ideas or suggestions, we'd like to hear them.

20 MR. HARRIS: Okay, moving on to question
21 23. Question 23 is pretty much the same as question
22 22, so we won't reiterate a response for that.

23 Question 24: Regulatory decision on ABS
24 performance requirements was expected in December
25 2002. Please provide an update on this timing.

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1 The Agency has not reached a regulatory
2 decision on ABS performance requirements for light
3 vehicles. Testing on the five light vehicles
4 including passenger cars, light trucks and SUV's has
5 been completed. Based on the evaluation of those test
6 results, the ABS test procedure and performance
7 requirement options will be developed. The
8 preliminary report is scheduled for completion in late
9 April of this year, and the final report is scheduled
10 for completion hopefully by early summer.

11 Question 25: What is NHTSA's estimated
12 timing for responding to the petition for
13 reconsideration on the TPMS final rule, and for
14 issuing the TPMS test procedure? Any details
15 regarding NHTSA's current positions regarding the key
16 issues contained in those petitions?

17 Well, if you don't know, there were
18 basically two issues or key issues that were raised in
19 the 13 petitions that we received on the TPMS final
20 rule. The first one had to do with the operation of
21 the TPMS with replacement tires, and the second had to
22 do with the lack of specificity in the test procedure
23 that was outlined in the final rule for 138.

24 The Agency will address both issues in the
25 upcoming response. We anticipate completing that

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1 response hopefully in late spring, some time in
2 mid-June.

3 With respect to the test procedure, the
4 Agency office of Vehicle Safety Compliance is
5 developing a test procedure for use by testing
6 laboratories that conduct compliance testing for this
7 office. OVSC plans to test vehicles manufactured on
8 or after November one, 2003 on a closed course test
9 track. The specifications for road surface have not
10 been determined, but would likely resemble over
11 tracks, inside lane, and/or the dynamic--vehicle
12 dynamics areas. The vehicle will be operated during
13 the calibration period or predominantly on straight
14 sections of the road, for not less than ten minutes of
15 the 20 minute period that's allotted for this
16 particular compliance test.

17 Moving on to question 26--

18 MR. DUNNING: I have a question.

19 MR. HARRIS: --oh.

20 MR. DUNNING: Tim Dunning from General
21 Motors. Is the Agency considering, or are they going
22 to allow phase-in credits for FMVSS 138 for vehicles
23 produced prior to 11/1/2003? Are they considering
24 that?

25 MR. KRATZKE: We've always said that

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1 certified vehicles are eligible for phase-in credits.

2 That's in general. I don't have TPMS at my
3 fingertips, but we don't allow credits for things that
4 aren't certified. In addition, in the rule for tire
5 pressure monitoring systems, we expressly said that we
6 weren't allowing carry-forward credits for systems
7 certified to the 30% one tire standard. We've already
8 addressed that.

9 MR. DUNNING: Thank you.

10 MR. HARRIS: Moving on to question 26:
11 What is the status of the final rule for 139 for tire
12 performance upgrade? The applicability of FMVSS
13 120--and 110 and 120 was changed in anticipation
14 of--of this part of the final rule will be issued
15 around the same time frame that the tire information
16 labeling part of FMVSS 139 was published. Would NHTSA
17 issue a technical correction to correct this due to
18 the delay in issuing the final rule for the tire
19 performance upgrade?

20 I think we've addressed that already.
21 Yes, we intend to issue a technical amendment,
22 however, the technical amendment will not address the
23 delay in the effective date for the final rule. That
24 will be addressed in the petition for reconsideration
25 response, which will be coming out late this summer.

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1 MR. KRATZKE: Well, with that, now you're
2 stuck with me for a while.

3 Number 27-- before I go in to that, last
4 meeting when Roger came up here, there was a spread
5 sheet. I had this brilliant idea that if the question
6 is, "what month are you going to publish it," there
7 really is little point in having a faux dialogue where
8 we pretend that, this is really an important thing.
9 So, I would just say the month, and whoever it is who
10 is preparing the spread sheet can enter the month, and
11 we will distribute the spread sheet instead of talking
12 about those questions.

13 I still think it was a good idea, but we
14 discovered it's too much work for us to actually do
15 that. So, I'm going to try and jump through this and
16 similar questions and just give dates. If you have
17 questions, I'd be happy to talk about the underlying
18 rule, but otherwise, I'm just going to read dates for
19 a while.

20 For the final rule on standard 201, upper
21 interior head impact, our target now is August.
22 That's question 27.

23 Question 28: Final rule on head restraint
24 requirements, September.

25 Question 29: Final rule updating glazing

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1 standard for ANSI, June.

2 Question 30--

3 UNIDENTIFIED: What year?

4 MR. KRATZKE: --that's very good. That's
5 intentionally left blank.

6 Question 30 and 32 are the same question.

7 By the way, I take responsibility. I tried to edit
8 this down in to a semi-coherent, non-repetitive
9 format, and as you may have noticed, I was as
10 successful as I am at expediting the rulemaking
11 process.

12 In any event, question 30 is kind of a
13 two-part: When do you plan to issue an NPRM to
14 upgrade door locks? I can do that quickly; in
15 November, 2003 on that one.

16 Jumping ahead--this is tricky, because
17 you've got to turn the page early, but what the heck.

18 Jumping ahead to question 32, which is the same
19 question: What's the status of the effort to
20 establish a global technical regulation in the NPRM?
21 I'm glad you asked that. I always enjoy sharing my
22 insights on harmonization.

23 There have been three working group
24 meetings--an ad-hoc working group, where people get
25 together to talk about what requirements ought to be

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1 in a global technical regulation for door locks. If
2 you read our February notice on this, you'll discover
3 that we have an old out-of-date standard, Europe has
4 an old out-of-date standard, so it seems like we ought
5 to be able to get together and come up with a 21st
6 century standard that makes sense for both regions.
7 The ad hoc working group had their meeting in London.

8 I think it ended yesterday, but we were there. The
9 European industry is well represented.
10 Governments--there are governments interested in this.

11 The U.S.-based industry isn't there, so we assume
12 that they are fully supportive of the positions that
13 are being put forward on behalf of them, and if so, I
14 would like to sit and discuss where U.S. industry
15 thinks harmonization could go. But perhaps we'll save
16 that for a different time.

17 In any event, we are pushing very hard for
18 a global technical regulation in this area. Dr. Runge
19 was in Geneva, Switzerland in March. I forget the
20 date. He spoke of a couple of things. One of the
21 things he spoke of that the United States would hold
22 very dear would be a global technical regulation on
23 door latches. So, it's pushing ahead hard. The group
24 that is in charge of developing this has a mandate to
25 have something done in a year or so. We'll see. But,

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1 it's a serious effort, it's something that we are
2 committed to. Questions? If not, I will now go
3 backwards.

4 When will we ever issue this NPRM? The
5 most honest answer isn't the one I'll give. What I
6 have written down is December, 2003. Questions?

7 Question 33 is an exact duplicate of one
8 of the previous questions. Wait, what did I say last
9 time? It's the same here. I'm sorry, have we not
10 done 207? No, no, we've only done head restraints.
11 My deep apologies. They certainly should be addressed
12 together, but in our wisdom, we're not doing that.
13 We'll have an NPRM on seat back strength in October.
14 Yes, Jerry? Please identify yourself.

15 MR. PLANTE: Jerry Plante, Subaru. That
16 was my question. Even at the last meeting we had, it
17 seemed like NHTSA well understood the relationship
18 between head restraints and seat back. Well, we're
19 going to have a final rule on head restraints now, and
20 then a long period before we--we even get in to a
21 proposed seat back strength.

22 MR. KRATZKE: I don't expect that to
23 happen, Jerry. We are going ahead with the final rule
24 on head restraints because we think the head restraint
25 rule, by itself in its current form, is a vast

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1 improvement over what is required now. However, we
2 hope to pull those requirements in to the seat back
3 strength proposal. Our goal for all of this is to
4 come up with a test that tests protection in a
5 rear-end crash. It's more a system test than a
6 component test. We will at least nod in agreement at
7 that in our October proposal if we are unable to
8 incorporate it. We may have an option to do a single
9 test for head restraints and seat back strength.
10 Radical, huh? Stay tuned, we may deal with that.

11 Question 34, 35 and 36 are all about the
12 advanced airbag rule. So, I'm going to try to do this
13 once, and tell me if I have been insufficiently
14 responsive to something you'd like to know.

15 We decided that we were going to address
16 the petitions for reconsideration in three notices.
17 This was to get the priority ones out first, and then
18 move the more "housekeeping" ones out on a slower
19 track. We published, I'm happy to say, the first
20 priority one that had to do with the time duration for
21 data collection, the warning label, and some dummy
22 positioning issues, a few of them. That was published
23 January sixth. If you don't know that, you probably
24 don't care about this.

25 The second notice will address the rest of

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1 the dummy positioning issues. It will also update
2 appendix A, which is the list of child seats that we
3 use. That we anticipate now in June. That will have
4 lead time provided. I'm uncertain what my note here
5 means. I don't think we're going to push back the
6 September 1, 2003 date for the advanced airbag. So,
7 if anybody can decipher my note, feel free to tell me.

8 UNIDENTIFIED: New child seats?

9 UNIDENTIFIED: Yeah.

10 MR. KRATZKE: Lead time for the child
11 seats?

12 UNIDENTIFIED: Yeah.

13 MR. KRATZKE: Ah, of course. How would I
14 not know that? I usually can pick this stuff up, but
15 thank you. See, it's good to have this communal
16 undertaking with you as part of a public meeting.

17 The third, and we hope, final notice will
18 deal with issues associated with periodic updates of
19 the list of child seats. This will be an NPRM. We
20 expect to publish this in June.

21 UNIDENTIFIED: Okay.

22 MR. KRATZKE: And, no decision has yet
23 been made on the petitions for reconsideration to our
24 January sixth final rule. I can observe that one way
25 to end petitions for reconsideration is to just deny

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1 them. Just an observation, not necessarily a
2 decision.

3 Let's see what else we have. Is there
4 anything in questions 34 through 36 that you'd like me
5 to try to address that isn't addressed here? All
6 right. I will then move on to question 37.

7 I have this mental thing, and I apologize.

8 The acronym OCATD sounds so impressive to me.
9 Internally, I used to not remember what it was, so I
10 would always refer to it as the butt dummy. That
11 wasn't widely loved by folks, so I never do that
12 anymore. So, I promise I am going to use OCATD from
13 her on.

14 The decision to grant or deny has not yet
15 been made. We are looking at a number of dummy issues
16 that we need. Some of the dummies that we need
17 include ones that are more useful for assessing injury
18 risk in side-impact crashes. Another dummy we need is
19 a child dummy representing a ten-year old. And, we
20 have other dummies we are looking at that are in the
21 general mix. We have a limited budget for what we can
22 do dummy testing on, and we are trying to figure out
23 how important the proper representation of the human
24 posterior is to us. Being the government, we expect
25 to resolve this in a month or so. Questions? If not,

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1 jumping right on to number 38.

2 This asks about a proposal to add the
3 fifth percentile female to the 35 mile an hour belted
4 test requirement. This was expected in May, it's now
5 more likely in August. This is a very important
6 rulemaking to people in the Agency. We really expect
7 we will get this done in the near term, because we
8 want to have it in place in 2007, so there isn't a
9 time when we, as a country, are requiring protection
10 for mid-sized males, and saying small women, you don't
11 get that. So, we expect to get that done. Yes?

12 MR. POLLACK: Steve Pollack, General
13 Motors. You said in 2007. Can I take from that that
14 you're trying to get the fifth percentile implemented
15 for the start, or some time during the phase-in of the
16 35 mile per hour requirement?

17 MR. KRATZKE: I think it's a fair
18 inference that it would be the start.

19 MR. POLLACK: Thank you.

20 MR. KRATZKE: In fact, it's more than an
21 inference, I'll say it. It's my goal to have it by
22 the start.

23 Question 39: When do we plan to issue a
24 notice about offset? When Roger was out here in
25 November, he told you that we were conducting some

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1 additional tests to look at benefits assessment that
2 we get from an offset test, and that we expected to
3 reach an Agency consensus in January 2003. Well,
4 we've had some interesting internal meetings. We have
5 reached a decision. We're going to do some more
6 testing, and we're going to publish a request for
7 comments that will give you all of the details about
8 our fascinating internal meetings; the data that we
9 are looking at, the concerns that we have, and the
10 other issues that need to be taken up. So, look for
11 that next month, and we hope you'll have some helpful
12 inputs. Questions? If not, number 40 asks about the
13 status of Thor, Thor is our dummy. We developed him
14 from the ground up, and his lower extremities are now
15 being considered for use in standard 208.

16 I have no idea who asked this question,
17 but, we had put out an advanced notice of proposed
18 rulemaking, indicating that we would use either the
19 Thor or the Denton lower leg in connection with the
20 offset frontal testing. When you see the request for
21 comments next month on the offset frontal testing, the
22 decision on that, obviously, has something to do with
23 how important it is to get this lower extremity there
24 in the immediate term. Longer term, the Agency is
25 aware that there are lower extremity injuries to

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1 people, and we believe that the Thor lower extremity
2 might be helpful, irrespective of whether we had an
3 offset test. So, we will consider that separately
4 later, but right now it's packaged with offset. We
5 are going to put out the request for comments and that
6 will decide where this goes. Is that clear?

7 MS. KIRKISH: When?

8 MR. KRATZKE: When are we going to--the
9 comments will be in May on the offset. And the--what
10 we do after that kind of depends on what we do with
11 offset. Questions? If not, question 41: When we
12 going to do the NPRM for Anton's law? July is our
13 current guess.

14 Question 42: What is the revised timing
15 on the final rule on seat belt positioning devices?
16 May.

17 Question 43: What about voluntarily
18 installed seat belts? Right now we are re-examining
19 the need for a special rulemaking on this. We will
20 have some proposals in the Anton's law NPRM, and some
21 proposals possibly in a different rulemaking, so that
22 would sort of obviate the need for this. So, right
23 now, this is in a TBD category for those of you who do
24 the spread sheets.

25 Now, we have the quiet page flip. Number

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1 44: A final rule for tread rule to upgrade 213. We
2 expect to publish that in July. It's through the
3 Agency, now it has a couple additional steps.

4 I don't know what the reference in this
5 question is to a regulatory decision on booster seats
6 that was expected this past November. Who knows, we
7 may have made it. I just don't know what it is the
8 question is asking for. So, if someone here can
9 explain it, I'll try and answer it. If not, feel free
10 to give me a call and explain what the question meant,
11 and I will try to give you an answer. Oh, and for the
12 record, my phone is (202) 366-1810. So, do call.
13 But, I don't know what it means as written here in the
14 agenda.

15 Question 45: What is the timing on our
16 proposal to upgrade child seat webbing? July.

17 Question 46--is anybody still awake?

18 UNIDENTIFIED: Yeah, go ahead.

19 MR. KRATZKE: Question 46: Is this side
20 impact upgrade still expected? Yes, the side impact
21 upgrade is still expected. It's not likely in June.
22 It's going to be reviewed outside of the Agency.

23 I don't want to go in to specific
24 requirements it's going to have. I can tell you
25 concerns, things that make the Agency think it's

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1 appropriate. The things the Agency thinks make it
2 appropriate to have an upgrade include, there is no
3 requirement for head protection now in our side impact
4 standard. And, if you look through the data, the FARS
5 or the NASS data, you can discover that head injury
6 alone accounts for a significant percentage of the
7 occupant harm in side impact crashes. We think, gee,
8 maybe we ought to look at that.

9 In addition, we had an experience in a
10 side impact NCAP test where we had run a test and the
11 vehicle got one star. The manufacturer of the vehicle
12 came in and noted that we had misadjusted the seat
13 track. There were 20 detents, and we'd put it at the
14 tenth. It actually belonged at the 11th detent,
15 correctly noted under our procedure. So, we moved it
16 back the 17 millimeters, and the vehicle now achieved
17 three stars. That sort of led us to think, gee, I
18 wonder if with our current requirements, manufacturers
19 are assessing the protection to a variety of occupants
20 in different seat adjustment positions, or if they're
21 focused entirely on the only requirement we have. So,
22 we are going to begin a dialogue and perhaps propose
23 the use of a different dummy at a different seating
24 position to assess the side impact protection that's
25 supported by vehicles.

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1 The next question is: Is it still our
2 plan to deal with the issue of WorldSID versus EuroSID
3 2 in this upgrade? As far as I know, it was never
4 part of our plan to deal with WorldSID in this
5 upgrade. So, again, if the questioner can tell me
6 what plan or what information they had, I will try to
7 respond. Our expectation for the WorldSID is that's
8 something that will be developed, it will go through
9 the normal dummy development thing, but it's not
10 something that's going to be ready in a year or so.
11 And, given that, we'd rather work with the tools that
12 we have now. So, we're not planning on discussing
13 WorldSID in this.

14 MS. KIRKISH: What is the date for the
15 upgrade?

16 MR. KRATZKE: September. That was the
17 first thing I gave. For the people who were doing
18 that spreadsheet I did try and do that.

19 UNIDENTIFIED: You said it wouldn't make
20 June, but you didn't tell us September.

21 MR. KRATZKE: Even better. All right,
22 well now I have. September it is. And, I promise you
23 that's as good as any other date I've given.

24 Question 47, it's--it's a great question:
25 What is the status of the petition to remove the 18

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1 inch ram travel requirement from the quasi-static
2 test?

3 What we are doing right now is discussing
4 it within the Agency. We have discussed it, you'll be
5 happy to hear, and we don't agree, which probably
6 wouldn't surprise anyone who's been near the Agency.
7 So, we're trying to figure out how to agree. And, as
8 a result, right now it won't be addressed in the 214
9 upgrade, because we don't want to do anything to slow
10 down the side impact protection upgrade. But, we know
11 we need to come up with some resolution to our
12 disagreement, and we expect to do that, I hope, by
13 August. Questions? Claude, you get a bonus for
14 maintaining consciousness so well.

15 48: What is the status--August. 49: In
16 November, Roger said we would reach a decision in
17 January about an upgrade of the roof crush standard.
18 Did you? If we're doing it, what's our thinking, and
19 will it include a proposal for ejection mitigation?

20 Well, we did reach a decision. We have
21 formed a team of people from different offices who are
22 going to try to develop a document that would upgrade
23 our roof crush standard. We hope to have that ready
24 to show within the Agency and make a final decision in
25 August. And, if the decision is yes, it looks smart,

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1 then we would anticipate publishing it in November.

2 UNIDENTIFIED: It being an NPR?

3 MR. KRATZKE: It being an NPR.

4 Did anyone ever say it depends what your
5 definition of "is" is? 50--

6 UNIDENTIFIED: Are you going to address
7 part two of that question?

8 MR. KRATZKE: What--I don't know, what did
9 it say, Don?

10 UNIDENTIFIED: Ejection mitigation test.

11 MR. KRATZKE: No plans to include it in
12 this. Ejection mitigation is something that is very
13 important to the Agency, and something that we expect
14 to address, but not in a roof crush upgrade.

15 Question 50: What's the status of NPRM on
16 stowable anchorages? October, 2003. Let's see, 51,
17 52 and 53 are the same question, all asking about our
18 LATCH rule, said three ways. So, I'm going to try to
19 answer it. I'll read through these, and if I miss
20 something, tell me, I'll try to answer it.

21 When will the rule be published? June.
22 There are no unresolved issues holding up the rule.
23 How could you think the rule is being held up? We got
24 the petitions in August of 2000.

25 Question 52, that's virtually identical.

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1 And, question 53, the test procedures. The test
2 procedures have to follow the rule, because they're
3 supposed to build on it. Our folks who are doing it
4 are aware that they need to get the test procedures
5 out pretty quickly after we publish the rule. So, I
6 would look for them probably September.

7 Question 54: Lateral tolerance for the
8 circle identifying each bar for the lower anchorages.

9 The short answer is June 2003. Does anyone want to
10 know any more? Thank you.

11 Question 55: Is our fuel system integrity
12 rule on track to be issued in March? Probably not. I
13 would say no. July is our best guess. Will phase-in
14 be permitted on a selective basis? Probably not, but
15 I don't know that we've made any final decision on
16 that.

17 MR. PLANTE: Steve?

18 MR. KRATZKE: Yes?

19 MR. PLANTE: Jerry Plante, Subaru. In the
20 final rule for the fuel economy on light trucks, there
21 was some comments on some of the rulemaking issues,
22 including 301, and how manufacturers essentially
23 should already be designing to this proposal. But,
24 that's a difficult thing to do.

25 MR. KRATZKE: Well, I can tell you--I

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1 mean, point taken. The flip side of that, Jerry, is
2 that when I was in Germany and Japan last year, I know
3 that companies are designing to it, and they showed us
4 tests of vehicles to that proposal. So, yes, I
5 acknowledge it's hard to know how do you design to it,
6 but I watched on two different countries, companies
7 who were designing to that. So, that's where that
8 came from. I'm not suggesting that it solved all your
9 problems, that all you have to do is read what's in
10 the proposal because of course, there are minor
11 changes and details coming with the final rule. But, I
12 would expect if--you don't have to be a tea leaf
13 reader to have the thrust of where we're going.

14 Now it's time for the noisy page flip.
15 Claude is actually going to get a chance to come back
16 in here pretty soon.

17 Oh, wait, 56. I just answered that. Yes,
18 as always, you can certify compliance with the new
19 fuel system integrity requirements once the standard
20 is effective, before the phase-in starts. You get
21 credit for all of those vehicles. That gives you more
22 flexibility in later years. The selective one, I
23 don't think so. We're not really inclined to say,
24 "All right, you get credit for this on the side, but
25 no credits for the rear." I think you will have your

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1 choice, as you have, when you go to restaurants; you
2 can pick the new or the current 301. Not some of the
3 new and some of the current. We're not as friendly as
4 Burger King.

5 Question 57; asks about common test
6 conditions for several crashworthiness standards.

7 We don't honestly know what we're going to
8 do on this. This isn't at the top of our priority
9 list right now of things to do, like upgrading 214,
10 301 or developing a hydrogen fuel cell crashworthiness
11 standard for that matter.

12 Getting the identical test loading
13 conditions; we acknowledge the point, yes, it's swell
14 if you can do one test and get a check for six
15 different standards. It's even better if you can do
16 one test and get a check of 50 standards. We hope to
17 make a rulemaking decision by September, once we've
18 gotten out the side impact upgrade and other things.

19 And, at this point finally, I'm going to
20 reward Claude for waiting so patiently, and let him
21 take a couple of questions. So you don't have to
22 listen to me anymore.

23 MR. HARRIS: Okay, I'm going to answer
24 question 58, 63 and 65 all at one time, and then turn
25 it back over to Steve.

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1 Question 58 essentially asks for the
2 Agency to provide an update on what it's doing with
3 the rulemaking activity for 402, which is radiator
4 caps.

5 Right now the Agency's a little uncertain
6 in terms of what it intends to do. We have looked at
7 various other data that has come to our attention from
8 CPSC, and also we've looked at data that was suggested
9 by the Alliance. And, we have taken in to
10 consideration information that was provided by General
11 Motors in terms of alternative solutions to the
12 proposal that was identified in the NPRM.

13 Based on where we are right now, we will
14 probably meet again internally and make a decision on
15 how to proceed for this particular rulemaking; whether
16 we will go forth or whether we will consider
17 termination at this point.

18 All right, moving on the question 63--

19 MS. KIRKISH: Good morning. When will you
20 have the internal meeting?

21 MR. HARRIS: --it probably will be in the
22 spring, as soon as we can move through our TREAD
23 rulemaking activities. We've got two petitions for
24 reconsideration that are on the fast track. We've got
25 one 108 rulemaking that's on the fast track. And, as

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1 soon as we can get those out of the way, we will sit
2 down and decide what we intend to do with 402
3 rulemaking.

4 Moving forward from question 63 involves
5 dynamic rollover. Essentially it asks for a status of
6 where we are, when do you expect to publish a final
7 rule and a rating.

8 The final notice for the rollover NCAP
9 will be probably coming out late summer of this year.

10 Unfortunately, that's a TREAD rulemaking, so it has
11 to go not only through OST review, but also OMB
12 review. So, it's going to take a little bit more
13 time. We expect to publish the results of our
14 demonstration testing. It's in progress right now on
15 the 2004 model year vehicles. Probably the latter
16 part of this year, and it will be published on our
17 website.

18 One item I want to mention is that
19 those--that information that will be published will be
20 in the form that will be specified in the final notice
21 in terms of the Agency's decision on how to publish
22 this information. So, we're currently publishing SSF
23 information, but there may be a change to do something
24 differently when the 204 NCAP results are published.

25 MR. DUNNING: Will the Agency contemplate

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1 coming up with a combined rollover resistance rating,
2 using the dynamic maneuver as well as the T over 2H?

3 MR. HARRIS: The Agency is contemplating
4 that very seriously, and that issue will be discussed
5 in its full entirety in the final notice.

6 THE RECORDER: What was your name, sir?

7 MR. DUNNING: Tim Dunning for GM.

8 MR. HARRIS: Step to the mic, please?
9 Thank you.

10 MR. EICHBRECHT: Claude and or Steve; Paul
11 Eichbrecht, General Motors. Before we get past some
12 of the--the NCAP questions, is the Agency
13 contemplating any changes to the optional NCAP
14 programs that currently exist?

15 MR. KRATZKE: We want optional NCAP to be
16 a tool where if manufacturers want to get information
17 out there, that's good. When we drafted the optional
18 NCAP procedures that are in place, we were concerned
19 that a lot of the information was being propose to be
20 put forth to the public just to show how
21 non-repeatable the frontal crash test was. So, we had
22 a requirement that you show that there have been
23 design changes that are expected to significantly
24 shift the results.

25 Now, we have decided that we want our NCAP

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1 to represent the vehicle in the form that represents
2 most of the sales. So, NHTSA tests the vehicle
3 without the optional equipment. What if there's
4 optional equipment on it? Is that unfair to put out
5 as long as you have both pieces of information out
6 there? And we're thinking about what do to with that,
7 We haven't made any final decision or spoken with a
8 lot of people we'd need to talk to.

9 MR. HARRIS: Step to the mic.

10 MR. MCHAE: Mike McHale of Delphi. Just
11 a consider--going a little further on that, does that
12 mean that if the optional equipment is specifically
13 designed to improve the particular situation, that it
14 would not be tested if it doesn't represent a high
15 percentage of volume on the vehicle?

16 MR. KRATZKE: What it means, Mike, is that
17 the result NHTSA puts out, if there's only one result
18 put out, will be with the equipment level that
19 represents most of the vehicles that are sold of that
20 model.

21 The issue we are grappling with is that
22 you don't want to mislead people and give them
23 information like, "if you buy manufacturer X's cool
24 new model, it is this." And in fact, that information
25 represents three percent of those models, and 97% are

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1 much lower. I wouldn't feel good about that program.

2 However, if you have the information about the 97%,
3 then putting out the other information about the three
4 percent doesn't seem to give rise to the same issues.

5 MR. HARRIS: Okay, moving on to question
6 65. Question 65 basically asks: What is the status
7 of a decision on the final test procedures that will
8 start NHTSA assessment?

9 65 basically deals with the braking NCAP
10 program. We are currently doing developmental testing
11 at TRC on several vehicles to finalize the test
12 protocol for the braking NCAP. Once that is completed
13 and once we do some benefits assessments evaluation,
14 the Agency will make a determination whether it will
15 proceed to publish a final rule, outlining how we
16 intend to conduct the braking NCAP program. And, the
17 most likely timing for that will be probably the
18 latter part of this calendar year. If we decide to go
19 forth, then the proposed date that we would publish
20 the 204 results for the braking NCAP would be probably
21 in the spring--late spring of 2004.

22 MR. KRATZKE: No questions? All right,
23 back to me. Compatibility. We recently indicated
24 that a request for comments should be issued in the
25 near future. Surely if you're at this meeting, you're

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1 aware that Jeff Runge has directed the establishment
2 of four inter-disciplinary project teams to address
3 issues that he believes are of key importance to
4 safety. One of them is compatibility. That group has
5 finished its discussion paper. It's been circulated
6 within the Agency, we hope to publish it very soon.
7 May, however, is what I'm going to say.

8 Question 60 is one of those puzzling
9 questions. I know it's not usually good form to answer
10 a question with a question, but why does someone think
11 we are going to adopt offset frontal in NCAP before we
12 do it in a rule? We are looking at what to do with
13 offset frontal. We're going to have request for
14 comments on this in May, 2003, and whatever we decide
15 on that, you know, may ultimately end up in NCAP. Is
16 that a response? And, if you're not here, call me.

17 61: This is one of my least favorite
18 questions to discuss. What are our plans for
19 replacing the current NCAP frontal impact? That's a
20 good question. We are smart enough to have
21 noticed--and you'll be stunned by this, to have
22 noticed that we are actually requiring what is
23 currently our frontal NCAP test as the standard,
24 beginning in 2007. So, that means we actually could
25 do nothing, and just report on performance in the

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1 standard, or we could come up with a different way for
2 our NCAP frontal test to supplement what the standard
3 is requiring.

4 We are currently reviewing some options.
5 We plan to publish a request for comments in October
6 of 2003, because right now there is some concern
7 within the Agency that we have a list of options, but
8 we don't have a lot of good options. That doesn't
9 mean we can't come up with any, it just means we
10 haven't yet.

11 Question 62: In an effort to expedite
12 consumer information, are we willing to reconsider a
13 recently announced practice of holding back the
14 results?

15 When we do NCAP testing, you may have
16 noticed that we don't just put out the result
17 immediately after we do it. We try and get a group of
18 vehicle tests, and then we put it out. What we
19 decided this year is that it might be more effective
20 and helpful if we put out a group that were, say
21 similar vehicles, instead of a group that happened to
22 be the last nine we tested. So, we're trying this.
23 We understand that if we're not timely with it, we are
24 defeating our purpose of being more effective with
25 NCAP information. Balancing that is one of the

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1 challenges of doing a good consumer information
2 program. We're looking at this approach. We're going
3 to do it certainly for this year. If it results in
4 holding up vehicle results for quite a while, we'll
5 perhaps change it. Questions?

6 Question 64: What are our plans for
7 testing child seats in NCAP cars? When will this
8 start? How will they be selected? What will we do?

9 Okay. In our child seat rating notice
10 that we published in November 2002, we told everybody
11 we're going to conduct pilot testing with child seats
12 in frontal NCAP tests. All of our frontal NCAP tests
13 for 2003 have child seats in the back seat. All 24.

14 Test results for all NCAP tests are always
15 placed in the public domain, following our quality
16 control scrub. The vehicle test reports are available
17 through George Washington University and from NHTSA
18 docket 10053. Occupant plots will be available on the
19 R&D section of the NHTSA website, and films are
20 available from George Washington University for a fee
21 to cover their costs.

22 What we're trying to do in the 2003 pilot
23 program is determine whether it makes a difference
24 which child dummy is there, and whether it makes a
25 difference which child seat type is there.

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1 In our 24 tests for 2003, we have a Hybrid
2 III three-year old test dummy, with a mid-priced
3 convertible seat in every single one. That's our
4 control. The second seating position varies the dummy
5 and the type of child seat. What we learn from our
6 '03 effort will be used to hone the testing we do in
7 2004. For 2004, we will again continue to use child
8 seats in the back for every frontal test we do in
9 NCAP. Following this, we'll publish a notice that
10 announces what we think we've gotten from this, and a
11 proposal if we think that's appropriate or just a
12 conclusion that we haven't learned anything if that's
13 what's happened. We haven't done that yet, so we
14 don't know. But, we don't hide NCAP information,
15 we're not rating any vehicles or child seats in 2003
16 or 2004.

17 MS. KIRKISH: When?

18 MR. KRATZKE: When would we rate--

19 MS. KIRKISH: The notice.

20 MR. KRATZKE: --oh, the notice. It would
21 be at the end of our '04 pilot testing. Probably that
22 would be done in like March '04. We try and front
23 load that testing. A notice would be probably three
24 months or so after that, so June--June '04 would be my
25 best guess for a notice. Questions? Besides Sarah's

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1 "when," which is a good question, because in theory,
2 that's the first thing I'm supposed to answer, but you
3 know how that is.

4 Question 66--does everyone have their
5 agenda? I'd like you to just read through this
6 question. As you're reading through the question, I'd
7 like to share with you a memory; I was actually
8 thinking back to my first meeting when I was supposed
9 to come up here. Barry Felrice had asked me to
10 accompany him. I only had to answer the dummy
11 questions and a few other things, about ten questions
12 in all. I was really scared and nervous, thinking,
13 this is, pretty high level policy stuff, and here I
14 am, some guy who probably will break down or flub up
15 doing it. However, questions like this prove I was
16 needlessly nervous.

17 The answer to this question is that it was
18 a typographical error in our NCAP procedure. It
19 should be measured from the front axle center line in
20 both places, not the wheel base center line. We have
21 corrected the typographical error in the current NCAP
22 test procedure. And, if you notice things that look
23 strange about the NCAP test procedures, please feel
24 free to call either me or Roger Saul, and we will give
25 you an answer. If there really is something that you

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1 think is crazy, it's probably something we'd like to
2 work on.

3 All right, if you can ask a question like
4 hat do that, I can do this. This is a post card that
5 was addressed to Jeffrey Runge, and I thought I'd
6 share it with you. The person who wrote it took the
7 effort to cut out Dr. Runge's picture from the Wall
8 Street Journal. It says, "Jeff" --being good friends
9 with him, "You have to be nuts. We are at war, and
10 you worry about SUV's? Look out for important stuff.
11 Your friend."

12 UNIDENTIFIED: Was it signed?

13 MR. KRATZKE: It is indeed signed, but I'm
14 not going to share the person's name with you.

15 And, now, we will jump along to question
16 number 67. When will the final rule for the new parts
17 marking be published, and how much lead time will be
18 allowed?

19 We expect to publish this in May, and the
20 NPRM proposed September 1, 2005.

21 UNIDENTIFIED: What?

22 MR. KRATZKE: The NPRM proposed it would
23 become effective September 1, 2005. So, going back to
24 the question, there weren't a lot of issues on our
25 proposal, so I'm betting that date is probably still

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1 good guidance.

2 68, Is the Agency still on track?. It
3 doesn't matter what it says after that, the answer is,
4 no. However, we will proceed. In this particular
5 case, asking about our planned proposal to amend
6 certification for multi-stage vehicles, the answer is
7 no, and we now project a proposal in December. Before
8 that proposal, we are going to go back to the group
9 that participated in this negotiated rulemaking and
10 send them a summary of the findings and recommended
11 changes to the regulations by July of 2003.
12 Questions?

13 All right, 69. This is one of my
14 favorites. I occasionally send questions out, because
15 in classic government form, it's not my
16 responsibility. The NPRM on meeting safety standards
17 is being done by a different office. So, I asked them
18 what answer should I give, and they responded that
19 they were unable to give me any answer at all. So, as
20 far as I know I can't tell you anything. However, if
21 you would like, feel free to share your interest with
22 Ms. Jacqueline Glassman in our Chief Counsel's office,
23 and perhaps she can give you a different answer.

24 Question 70 has to do with the proposal
25 for the heavier hybrid three six-year old. I have

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1 signed this notice after it got all the clearances, so
2 it should be in the process of getting published in
3 the Federal Register in the next week or so.

4 Question 71: When will the regulatory
5 decision regarding the effectiveness of the Labeling
6 Act be issued? I don't know. I don't know what the
7 question is, really. We put out a notice requesting
8 comments on our evaluation of the American Automobile
9 Labeling Act. The comments came back and some said,
10 you should eliminate the American Automobile Labeling
11 Act.

12 The way our government works is, when
13 Congress passes a law, Congress has to change it, not
14 NHTSA. So, NHTSA can't do what the comment said. So,
15 What regulatory action do we anticipate? We actually
16 never anticipated any regulatory action. Those who
17 feel strongly about this are directed to take it to
18 the place that can do something, and it's not NHTSA.

19 Question 72: When will the activity bus
20 rule go final? September.

21 By the way, for those of you who have been
22 around NHTSA for a while, or have been doing this for
23 a while, that rule was the last activity of Mr. John
24 Womack. Today is his last day at NHTSA. He is
25 retiring to Pawley Island, South Carolina. So, you

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1 won't see him, but wish him well by cell phone or
2 whatever.

3 Question 73: Based on Administrator
4 Runge's statements, what initiatives are being
5 contemplated by the Agency to enhance primary belt use
6 and enforcement?

7 Our research has shown that our "Click it
8 or Ticket" program model and slogan are effective in
9 increasing seat belt use. Therefore, we will continue
10 promoting and supporting bi-annual, May and November,
11 click it or ticket mobilizations, in partnership with
12 key traffic safety leadership groups. We're working
13 to expand this concept to all 50 states. During
14 November '02, 32 of the 50 states adopted it. This is
15 a huge change.

16 The most stunning results were those in
17 the southeast, where Tennessee, Georgia, North
18 Carolina and other states achieved very impressive
19 gains in belt use. In May 2003, we expect 45 states
20 to be adopting this model. That's an increase of a
21 lot in six months. More than 11,000 law enforcement
22 agencies nationwide are expected to participate, and
23 hundreds of other organizations are going to partner
24 with NHTSA to saturate the message--the media with the
25 message.

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1 We are now working with select states,
2 those that are interested and those that have had good
3 success, to expand Click it or Ticket from a periodic
4 every couple of months effort, to a sustained model
5 that's in place 24 hours a day, seven days a week. To
6 the extent this is successful, we would try to share
7 it with others. In addition to the mobilizations,
8 we're conducting demonstration programs to identify
9 and refine strategies for reaching high-risk, low belt
10 use groups. And, that's pretty much it. If you want
11 to know more about this, Phil Gulak, in our Injury
12 Control Office prepared this, and his phone is (202)
13 366-2725.

14 Question 74: What are NHTSA's plans for
15 conducting and reporting on side airbag compliance of
16 particular vehicle models with the technical working
17 group tests? This is something we'd really like to do
18 to give the public information about performance in
19 those tests. However, with our current funding for
20 NCAP, we're not sure that we'll be able to do that
21 this year. If we're not, we will try to do it next
22 year. We would report on the results. Obviously,
23 first we have to see what the results are, then we
24 have to figure out how to get them out. We're very
25 interested in doing it since we've been told

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1 repeatedly that every manufacturer has committed to
2 complying with these tests. There shouldn't be any
3 surprises when we actually perform the test.

4 The last page flip, home stretch.
5 Maintain consciousness, it's our goal. NHTSA recently
6 formed an integrated project to look at ways to
7 increase belt use. Have they developed any
8 recommendations? Are any rules being contemplated?

9 This one, along with compatibility, has
10 circulated through the Agency. There are a number of
11 approaches that will be put out for public comment.
12 It's a fair bet that the purpose of having an
13 inter-disciplinary project team is to have folks from
14 different parts of the Agency come up with ways that
15 you could increase belt use. So, we had people from
16 my office on this team, and we have some ideas that
17 you can comment on in about a month, May, same as
18 compatibility. I remembered without you prodding me,
19 Sarah.

20 UNIDENTIFIED: Is that a request for
21 comments?

22 MR. KRATZKE: That's a request for
23 comments, yes.

24 Question 76, I just don't have an answer.
25 There's none. Call Ken Weinstein if you're very

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1 interested in this subject. His phone is (202)
2 366-9700.

3 Question 77: Is the status of the various
4 petitions to early warning--Ken gave me this answer.
5 As suggested by the Alliance, we have divided the
6 issues raised in the petition for reconsideration in
7 to high priority and other issues. Because the early
8 warning rule was classified as the significant rule,
9 responses petitions for reconsideration are also
10 considered to be significant, so they also must be
11 reviewed by OST and OMB.

12 For those of you who are just reading
13 this, OST is our acronym for the Secretary of
14 Transportation, and OMB is the Office of Management
15 and Budget.

16 The notice responding to the high priority
17 issues is currently out of NHTSA and undergoing that
18 review. The response to the other issues is in the
19 final stages of review within NHTSA.

20 The issue of the threshold for
21 comprehensive early warning reporting, which is what
22 Ken believes you meant by the reference to small
23 businesses, is being addressed in the second notice,
24 the one with other issues.

25 UNIDENTIFIED: Could you repeat that last

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1 sentence again?

2 MR. KRATZKE: Yes. The issue of the
3 threshold for comprehensive early warning reporting,
4 what Ken believes the questioner means by referring to
5 small businesses, is being covered in the second
6 notice, the one related to other issues.

7 UNIDENTIFIED: The first one is logged in
8 at OMB?

9 MR. KRATZKE: The first one is out,
10 undergoing its review, and it has 90 days to finish.

11 78, snow plow headlight installation. Did
12 Claude discuss this or shall we talk about snow plows?

13 UNIDENTIFIED: It was--you answered it--

14 MR. HARRIS: Yeah, we answered it before.

15 MR. KRATZKE: Great. I'm delighted.

16 Ken Weinstein--I'm sorry, item 79: What
17 is the status of the Canadian import rulemaking? Ken
18 answers, we hope to issue a final rule addressing most
19 of the issues raised in the NPRM by the end of this
20 spring. When I say, by the end of this spring, I
21 mean, June 21st. I think Ken may be earlier than
22 that.

23 Based in part on the comments we received,
24 we will probably issue a supplemental notice of
25 proposed rulemaking to address some of the issues we

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1 had raised in the NPRM. If you want more information,
2 call Ken.

3 And, what better way to conclude, than:
4 What is the status of the tire handling/disposal rule?

5 And, my answer is, we are continuing to review the
6 comments on the supplemental notice of proposed
7 rulemaking issued last year. We expect to issue a
8 final rule later this spring.

9 Well, thank you all for sitting so
10 patiently.

11 MR. JONAS: I have a question.

12 MR. KRATZKE: Oh, of course.

13 MR. JONAS: This goes back to, I think it
14 was 56 on 301, you know, the upgrade.

15 MR. KRATZKE: Yes.

16 MR. JONAS: And the question about, well,
17 what you called partial phase-in. But, really the
18 intent of the question is this; you've got it divided.

19 You've got a side impact where you would have to
20 comply, you know, use 214 test procedure, and then a
21 30--a rear crash, where you've got an upgraded speed
22 and the offset. And, so once you publish a final
23 rule, you said the manufacturer then has the option
24 not necessarily for phase-in credits, but has the
25 option of complying with either test procedure. And,

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1 so the issue is, since you've got the side impact and
2 the rear separated, could a manufacturer say, okay,
3 I'm going to comply with the--and not get credits for
4 the phase in--comply with the current rear, but
5 because it's easier for me to do the 214 test and I
6 have to do it anyway, use that to comply with on the
7 side impact? And, if--in other words, it would avoid
8 an overlapping test. You wouldn't have to do the
9 new--the old 214, you know, rigid barrier anymore, you
10 could just do the 214 side impact and use that for
11 301. So, that was the intent of the question. Now,
12 maybe you can elaborate on that. It would be I think
13 a cost savings benefit to the manufacturers.

14 MR. KRATZKE: I'm always delighted when
15 our upgrades are cost saving benefits to the
16 manufacturers.

17 I think we've always, said, Steve--by the
18 way, that was Steve Jonas from Volkswagen, for the
19 record.

20 THE RECORDER: Thank you.

21 MR. KRATZKE: We've always said that when
22 we put out a new requirement, we allow some period for
23 everybody to get there, but if you want, you can
24 comply with the new requirement. You won't get credit
25 for it during the phase-in, but I can't imagine we

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1 wouldn't want a manufacturer to comply with a new
2 upgraded requirement. So, yes, I think--

3 MR. JONAS: Okay. In other words, if the
4 car that complies with the old 301 and with the new--I
5 mean, with the old rear and with the new side could be
6 deemed to be in compliance with 301.

7 MR. KRATZKE: --it would certainly be in
8 compliance with 301. It wouldn't get credit for early
9 introduction.

10 MR. JONAS: Agreed. Okay.

11 MR. KRATZKE: And, now, from the back of
12 the room, Mr. Vann Wilber (sic).

13 THE RECORDER: I don't have a mic back
14 there.

15 MR. KRATZKE: Oh, wait--

16 MR. HARRIS: Could you step forward?

17 MR. KRATZKE: --could you come up there?
18 It's more fun anyway. Hold your applause.

19 MR. WILBER: Steve, I want to come back to
20 your earlier comment on the international standard
21 side. And first of all, let me say, I'm pleased to
22 hear you say you want to get engaged directly on this
23 topic, maybe in a more formal fashion. The Alliance
24 has put together, just in the last couple of weeks,
25 approved kind of a forward leaning plan on that topic

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1 which we'd be happy to share with you at the right
2 time and place. But, one thing we may want to
3 consider in this meeting is adding a new section just
4 on either global technical regulations or
5 harmonization activities. We have three sections now,
6 maybe we can make a fourth section and start some
7 questions and interactions that way, if you'd agree to
8 that.

9 MR. KRATZKE: I think that's a good idea.
10 We're certainly spending a lot more energy in that
11 area, so it would be appropriate to do that, I think.

12 MR. WILBER: And, for the record, Vann
13 Wilber with the Alliance of Automobile Manufacturers.
14 Thank you, sir.

15 MR. KRATZKE: Any other questions?
16 If--oh, wait. You can't keep them down.

17 MR. STANDO (sic): Mike Stando, Ford.
18 Just a general question. You mentioned with power
19 windows, you looked at death certificates and got data
20 from that process. What--could you comment on that
21 process and the robustness of that process, and do you
22 see that as kind of normal business going forward?

23 MR. KRATZKE: I probably ought to let
24 Claude take this. Part of the frustration that we had
25 as we were developing this approach is we said,

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1 apparently with a straight face, that there were no
2 reports of power window deaths in FARS or NASS. Now,
3 if you understand FARS and NASS, you know they work
4 from a crash. So, saying that is either disingenuous,
5 or I prefer, uninformed on our part.

6 We didn't have any way to get at that
7 issue. What if there's not a crash? We tried an
8 approach where we worked with the Consumer Product
9 Safety Commission to use their NEISS samples. But,
10 again, if it's an infrequent occurrence, the odds of
11 you hitting it at 150 emergency departments aren't too
12 high. So, we worked with the National Center for
13 Health Statistics to get the relevant codes for death
14 certificates, then to work with the states to get
15 death certificates. Our thinking being that, in every
16 state a medical examiner or a coroner has determined
17 the cause of death, so it's something more just a
18 newspaper report.

19 We got this death certificate information
20 and had people search through them. It has been a
21 long and painful process. You may note the date,
22 1997, is a while ago. We could use the computer codes
23 to get rid of some irrelevant death certificates, but
24 not all. So, we were doing hand searches of about
25 2000 potentially relevant death certificates. We

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1 learned a lot, but as a way of doing business, as a
2 normal thing, I don't know. That's a decision that
3 we're trying to make based on what we've gotten from
4 this effort. It took a lot of money and time to get
5 here.

6 On the other hand, I'm a little
7 uncomfortable with relying exclusively on NASS and
8 FARS. They're fine for crash-related deaths and
9 injuries. But since, by their terms, they will never
10 give you anything on non-crash deaths and injuries,
11 you won't know what's happening in that area these.

12 Is this the only mechanism to get at non-
13 crash deaths? I don't know. I think it's the most
14 thorough mechanism, but no decision has been made long
15 term on this. Claude, do you want to add anything?

16 MR. HARRIS: Yeah, I share the same
17 concerns that Steve has in the fact that using the
18 death certificate process is very cumbersome and labor
19 intensive. In many cases, the death certificate
20 itself doesn't provide the level of detail of
21 information that we need in order to determine whether
22 the death was related to a power window issue or
23 something else that occurred in the vehicle. So, it
24 requires quite a bit of follow-up to be done on the
25 part of the contractor that we have doing these review

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1 and studies for us. It's a very labor intensive
2 effort. However, as Steve pointed out, it's probably
3 one of the only sure ways that we can determine the
4 magnitude and scope of this kind of problem. And,
5 it's not only limited to just power windows, but we're
6 looking at several other issues at the same time, such
7 as heat related deaths involving small children, the
8 backing crashes has been a significantly large issue
9 here recently. And, so we use it not only just to
10 focus on one safety variable, but several. And, we're
11 trying to determine whether the Agency should look
12 very closely at these issues for some potential
13 rulemaking effort.

14 But, in terms of it being a long term
15 solution to addressing non-crash injury events, I
16 think, as Steve indicated earlier, we'd have to really
17 take another look to see if this is the best way or if
18 there is some other alternative way of doing this.

19 MR. KRATZKE: Any other questions? This
20 is actually fun. I'd like to compliment whoever came.

21 There were more questions about something other than
22 our scheduled dates for action than I was thinking
23 about then I have experienced recently.
24
25

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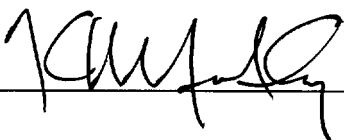
This is to certify that the foregoing transcript in the
matter of: Meeting

Before: DOT-NHTSA

Date: April 3, 2003

Place: Romulus, MI

represents the full and complete proceedings of the
aforementioned matter, as reported and reduced to
typewriting.


A handwritten signature in dark ink, appearing to be "J. M. Kelly", is written over a horizontal line.

RULEMAKING ACTIONS PUBLISHED SINCE November 21, 2002

<u>STD/PT.</u>	<u>ACTION</u>	<u>DESCRIPTION</u>
108	Request for Comments	The Agency requests comments on Adaptive Frontal-lighting Systems (AFS). The automotive industry is introducing Adaptive Frontal-lighting Systems that can actively change the intensity and direction of headlamp illumination in response to changes in vehicle speed or roadway geometry, such as providing more light to the left in a left-hand curve (2/12/03 – 68 FR 7101).
111	Request for Comments	The Agency is taking this opportunity to examine the rearview mirror standard as a whole to determine whether there are any amendments that can be made to allow consumers to utilize innovations in mirror and other rearview technology that have been developed since the standard was last amended in 1982 (1/22/03 – 68 FR 2993).
208	Final Rule	In response, in part to petitions for reconsideration of the amendments we made in December 2001 to our May 2000, FMVSS No. 208 advanced air bag final rule, this document addresses those portions of the petitions that the Agency believe are the most time sensitive or that address minor, easily resolved technical issues. In particular, the Agency is responding to those portions regarding the length of time during which data will be collected during low risk deployment tests, a change in dummy positioning procedure for one of the driver position low risk deployment tests, and issues related to the air bag warning label and the telltale that indicated when the passenger air bag has been automatically suppressed (1/6/03 – 68 FR 505).
208	Final Rule	This final rule adopts proposed changes to the September 2002 NPRM, which reflects the technical challenges being faced by the vehicle manufacturers in meeting the new requirements and the fact that two of the automotive suppliers dropped plans to offer devices that suppress the passenger air bag when a child is present (1/31/03 – 68 FR 4961).

208/209	Termination/Denial Notice	Based on analysis of available data, the Agency is terminating rulemaking on a petition received in April 2000, requesting that the Agency amend its safety standards to require that vehicles manufacturers either offer consumers the option of longer seat belts on new vehicles or make seat belt extender available for purchase. The Agency is denying the August 2002, requesting the same amendments (1/17/03 – 68 FR 2480).
213	Denial Notice	The Agency denies a petition for rulemaking from Xportation Safety Concepts, Incorporated, requesting the Agency amend an air bag warning label requirement in the Federal motor vehicle safety standard for child restraints (1/15/03 – 68 FR 2003).
403/404	Final Rule	Adopts a new rule established two new safety standards. An equipment standard specifying requirements for platform lifts; and a vehicle standard for all vehicles equipped with such lifts (12/27/02 – 67 FR 79416).
533	NPRM	Proposes the establishment of corporate average fuel economy standards for light trucks, manufactured in model years (MY) 2005-2007. The Agency is proposing to set the standard for light trucks at 21.0 mpg for MY 2005, 21.6 mpg for MY 2006 and 22.2 mpg for MY 2007 (12/16/02 – 67 FR 77015).
544	NPRM	Proposes to revise Appendices A, B, and C of 49 CFR part 544, insurer reporting requirements. The appendices list those passenger motor vehicle insurers that are required to file reports on their motor vehicle theft loss experiences (3/21/03 – 68 FR 13887).
CAFE	Final Rule	The agency issued a final CAFE rule for light trucks effective April 1, 2003. The new standards are 21.0 mpg for model year 2005, 21.6mpg for model year 2006, and 22.2 mpg for model year 2007. These are the same standards that the agency proposed in the notice of proposed rulemaking that was released on December 16, 2002 (XX FRXXX).

April 3, 2003

SCORECARD

Revisions From November 21, 2003, Docketed Rulemaking Status

<u>Std.</u>	<u>Description</u>	<u>Estimated Target Dates</u>
101	Harmonization – NPRM	07/03
105;121	ABS Single Unit Truck – Final Rule	05/03
106	Brake Hose – NPRM	06/03
108	Geometric Visibility – Final	08/03
108	Simplification – Headlamp – Final	09/03
108	Simplification – Other – NPRM	12/03
108	DRL – Intensity Rule – Final Rule	08/03
108	Glare	
	- Auxiliary Lamps – NPRM	12/03
	- Headlamp Mounting Height – NPRM	12/03
	- HID and other advanced light sources – Action	01/04
	- HID look alike – NPRM	01/04
	- Aiming – Agency Action	07/04
108	LED Signal Lamps – Final Rule	08/03
116	Clarify Test Procedures – Final Rule	07/03
138	TREAD – Tire Pressure Monitoring System (TPMS) – Response to Petitions	06/03
139	TREAD – Tire std. For light trucks – Final Rule	06/03
201	Target Points – Agency Action	08/03
202	Upgrade/Harmonization – Final Rule	09/03
205	Update for ANSI – Final Rule	06/03
206	Upgrade – NPRM	11/03
207	Upgrade – NPRM	10/03
208	Frontal Offset – NRPM	TBD
208	Advanced Air Bags	
	- Dummy Positioning – Final Rule	06/03
	- Child Restraint Systems – NPRM	06/03
213	TREAD – Improve Child Restraints – Final Rule	07/03
213	TREAD – Child Restraint Labeling –Follow-up – NPRM	01/04
214	Side Impact Upgrade – NPRM	09/03
216	Upgrade – Agency Decision	11/03
225	Reconsideration Petitions/Long Term Test – Final Rule	06/03
225	Stowable/Foldaway Child Restraint Anchorages – NPRM	10/03
301	Upgrade – Final Rule	07/03
402	Radiator Caps – Agency Decision	04/02
541	Parts Marking – Final Rule	05/03

572	Dummies	
	- OCATD – Agency Decision	06/03
	- Weighted 6 year old – NPRM	04/03
676;568	Multi-stage vehicle – NPRM	12/03

NCAP Initiation

- Dynamic Rollover	Model Year 2004
- Stopping Distance	Model Year 2004
- Headlamp	TBD